

AUTOMOTIVE
SECTION

May Smash Records At International Races Monday

AUTOMOTIVE
SECTIONEXPECT BIG THRILLS
IN 500-MILE RACEAmerican Stars Will Meet Eu-
rope's Best on Bowl at
Indianapolis.

By THOMAS A. HENDRICKS.

"I've got it, I've got it," shouts Jupiter Dope, prancing around his throne with a most godlike lack of dignity, and flourishing his famous thunderbolt in a most reckless fashion.

"Ever since Mt. Olympus went dry and they knocked out 2.75 per cent ambrosia, old man Bacchus and I have been trying to concoct something with a real kick in it, and now we've got it. Just listen to this kick producer, folks!"

Ellixir of Speed Recipe.

"Take the thirty-two fastest automobiles in the world, man them with an equal number of the finest drivers, pour in three scoons of sportsmanship, science and skill. Add large portion of courage cordial along with gameness gin. Put in the needed reverence punch, and a litre of luck both bitter and sweet. Add pep and ginger to suit taste and sprinkle liberally with thrills. Mix thoroughly, pour into the Indianapolis Motor Speedway Bowl for the big \$50,000 prize party on Monday, May 31. Result—Some Kick."

And Jupiter Dope, supreme deity of the world of sports, is right. The 1920 Speedway race will have every element necessary to make it the feature sporting event of the world; and this, too, in a year that will long be famous for its international competition of various kinds. It will have the international scope of the Olympic games, the sportsmanship of the Davis Cup tennis matches; the skillful piloting of the America Cup yacht races, plus the big thrill that belongs to the May motor day at the Indianapolis Speedway, a thrill that comes only from the sight of the world's speediest cars, driven by the world's finest drivers on a track that makes it possible for a good driver with a wonderful car to be beaten by a wonderful driver with a good car.

America Against Field.

As in the Olympic games, it will be America against the field, but unlike the Olympics in this instance, native sports and roars that issued from the exhaust pipes of their motors spoke a foreign tongue.

This year there will be every combination of car and driver—American drivers in American cars, American drivers in foreign cars, foreign drivers in American cars and foreign drivers in foreign cars. In drivers there will be young ones and old ones, ranging from Jimmy Murphy, the kid who made good in a day when he rambled home with the inaugural 250-mile sweepstakes on the new Los Angeles track last fall, to Louis Chevrolet, who was a veteran back in the old Vanderbilt cup days, when Jimmy Murphy's idea of speed was for the nurse to chauffeur him down to the corner in his one-baby power perambulator in the breath-taking time of about twenty minutes.

Then there will be the winners of former years, Jules Goux, Rene Thomas, Ralph de Palma, and Howard Wilcox, each endeavoring to be the first to break through the "curse of the Fates" that has stood since the big race was first run nine years ago, that no winner should repeat.

Chevrolets Will Be There.

The Chevrolet, without whom no speedway race would seem a reality, will be there; Louis, the hetman of the tribe, and Gaston, the youngest of



Entrants in 500-Mile Grind at Indianapolis

Driver	Residence	Nationality	Car	Representing
Cliff Durant	Oakland, Cal.	American	Chevrolet	U. S.
Ralph DePalma	New York	American	Ballot	France
Jean Chassagne	Paris	French	Ballot	France
Rene Thomas	Paris	French	Ballot	France
Louis Chevrolet	Indianapolis	American	Monroe	U. S.
Gaston Chevrolet	Indianapolis	American	Monroe	U. S.
Roscoe Saries	Lafayette, Ind.	American	Monroe	U. S.
Not Named		American	Monroe	U. S.
Joe Boyer	Detroit	American	Frontenac	U. S.
Arthur Chevrolet	Indianapolis	American	Frontenac	U. S.
Art Klein	Los Angeles	American	Frontenac	U. S.
Ray Howard	New York	American	Peugeot	France
Jules Goux	Paris	French	Peugeot	France
Andre Boillot	Paris	French	Peugeot	France
Howard Wilcox	Indianapolis	American	Peugeot	France
Jean Porporato	Paris	Italian	Gregoire	France
Jack Scates	Turin, Italy	English	Gregoire	France
Jimmy Murphy	Los Angeles	American	Duesenberg	U. S.
Tommy Milton	Minneapolis	American	Duesenberg	U. S.
Eddie O'Donnell	Minneapolis	American	Duesenberg	U. S.
Eddie Hearne	Chicago	American	Duesenberg	U. S.
Waldo Stein	Los Angeles	American	Oldfield	U. S.
Tom Rooney	Indianapolis	American	ReVer	U. S.
Not Named		American	ReVer	U. S.
Ira Vail	Brooklyn	American	Philbin	U. S.
J. Ellingboe	Memphis	American	Ellingboe	U. S.
C. G. Howard	Memphis	American	Ellingboe	U. S.
Ralph Mulford	Brooklyn	American	Malford	U. S.
Kur Eike	Chicago	American	Keworthy	U. S.
Not Named		American	Richards	U. S.
Not Named		American	Metor	U. S.
F. R. Elliott	Los Angeles	American	T. N. T.	U. S.

the line. And there's a lot of foreigners yet to mention, Jean Porporato, the hard-driving Italian; Jack Scates, Jean Chassagne, Andre Boillot, brother of the famous Georges, who drove such a wonderful race in 1914, and would surely be on hand again this year had he not given his life for France, when his plane was shot down on the western front in the world war.

Getting back to the United States, there are Tommy Milton, world's speed king; Tom Rooney, Cliff Durant, Ralph Mulford, Eddie O'Donnell; Joe Boyer, Eddie Hearne, Roscoe Saries, all stars with world-wide reputations. And as for the girls, they range from the veteran horizon blue Peugeot that has a most persistent habit of humming in among the leaders, and a most peevish, diabolical habit of defying all linguistic laws on down to the three Monroe debutantes, who will throw their coming out party this season.

Whenever you see a group of wildly gesticulating Americans in heated discussion at Indianapolis, they are not arguing about politics, the H. C. of L., the League of Nations, or the relative batting merits of Ty Cobb and Babe Ruth. No, far from such, they are bickering, nine chances out of ten, as to whether it's Peugeot, Peugeot, Per-zhu, Pap-ett, Pay-show, or any one of a dozen other ways you can say it. And the final verdict is

inevitable—that the French don't know themselves.

Duesenbergs in Line.

Then there will be the Duesenbergs, affectionately called the "Doodlebugs" by the crowd; the speedy Frontenacs with the Chevrolet touch, and the Chevrolet with the speedy Durant touch. Our allies will be right on the job, especially France, with the Ballot and Gregoire, as well as the Peugeot.

There never has been a dull 500-mile race at Indianapolis. Each race has developed its own individuality and its own peculiar features, where pathos, comedy, and glory have all had their turns.

In 1911 Ray Harroun and little Cyrus Patschke were the dominant figures; Harroun, steady, conservative, careful persevering and always playing it safe; his roller driver, Patschke, fiery, aggressive and always ready to take a chance. More than any other driver Patschke realized the speed possibilities of the race and it was a remarkable fact that in the 1911 contest, unlike the races of other years, the last two hundred miles were the fastest of the day.

The year 1912 will be known always as "DePalma year." Joe Dawson won a well-earned victory, but all the dramatic interest centered in Ralph. For 400 miles he had run circles around the field and was

miles ahead of Dawson, his nearest opponent. Then came the break. His motor began to fail and finally with only 3½ miles of the finish, it went dead and Dawson won. DePalma lost, but his wonderful sportsmanship in his defeat won him greater popularity than ever came to a man in victory.

In 1913 came the first French invasion, and the crowd will long remember the attractive personality of Jules Goux, vivacious, happy, boyish, but with all that, a master automobile engineer and driver. His easy victory in a long-stroke high-speed motor changed the design of American automobiles.

French "Cleaned Up" in 1914.

America hit bottom in 1914. The race became a French party staged on American soil. The whole fight was between Peugeot and Delage. Rene Thomas drove his big Delage into first place, but the terrific battle put up by Duray in the Baby Peugeot proved the wonderful possibilities of the little car, and gave a vision of the 183-inch race that comes into existence this year.

In 1915 Resta had the speed, but DePalma had the inner knowledge of the Indianapolis track. For mile after mile the two hung together, Resta pulling ahead on the stretches, DePalma nailing him on the curves. At 450 miles Hesta hit the wall, weakened his steering gear and DePalma set a track record for the 500 miles that has never been equaled.

Following the war the 500-mile race was revived last year, and a Peugeot that had been rebuilt carefully under the direction of Howdy Wilcox pulled into first place under his handling, after DePalma had led the field at a terrific pace for 200 miles.

The crowd always had its favorites, and with crowd psychology it likes certain drivers for wholly opposite reasons. It thrills to Goux, because he hurdles into his seat from over the back of his car; it likes DePalma because he does the "warm" to Louis Chevrolet for his dash; it is for Porporato when the hard-driving Italian smashes into a turn with a speed that only the most skillful driver can straighten up under. But every driver has his adherents; and the crowd is quick to recognize and to appreciate a flash of driving genius.

No wonder that Jupiter Dope painted Mt. Olympus and the night he mixed his Speedway punch. No wonder that he called in his gang, tore off the lid, sidled up to his throne, held aloft an overflowing bumper of the elixir of speed, and said: "Gents, here's to all of them, and may the best man win."

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SHIP-BY-TRUCK ESSAYSHead of D. C. High Schools' English
Department Announces Her
Assistants.

Miss Sarah E. Simons, head of the department of English for the District high schools, will preside over the committee which will judge the Ship-by-Truck—Good-Road essay contest. The contest has been running in all the high schools of the District.

Miss Simons has appointed as her assistants Miss Anne McColm, of Central High School, and Miss Margaret Merrill, of Western High School.

In order to compete for the university scholarship offered as the national prize by Harvey S. Firestone, president of the Firestone Tire and Rubber Company, the contestants must first have won the prize in the District of Columbia. This local prize has been offered by the Washington Automotive Trades Association, and consists of \$50, to be divided into \$25 for the first prize, \$15 for the second prize, and \$10 for the third prize.

The winner of the first prize will then be a competitor for the national prize. Judges for this national contest will be appointed by the Federal Board of Education.

There have been other national prizes offered. The Republic Sales Corporation has offered as second national prize \$1,000. The International Motor Truck Company has offered \$400 for third prize, \$300 for fourth, \$200 for fifth, and \$100 for sixth.

Great interest has been manifested by Miss Simons, especially over the university scholarship prize. The winner of this will be allowed to choose any university he or she may desire to attend.

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TO CELEBRATE VICTORY

Europeans who succeed in triumphing in this year's Indianapolis 500-mile sweepstakes will be forced to postpone their customary celebrating until they return to Paris.

In former years it was the custom to fete the victors around the flowing bowl immediately after the contest, but Uncle Sam can't see it that way this year.

American contestants are envying their overseas rivals for their opportunity to stage any kind of a celebration at all, since the best they will get here, in the event of victory, will be the familiar restriction of "less than ¼ of 1 per cent."

TRUCKS RUSH BALLOTS.

To assure prompt delivery of ballots for the Presidential primaries, a motor truck service was organized by the State of Massachusetts to transport the ballots to various centers. A detail of State Guards was on duty with each truck.

WAR TROPHIES IN USE.

Of the war trophies captured by the United States army, one German tank 243 motor trucks and four tractors are being utilized by the War Department.

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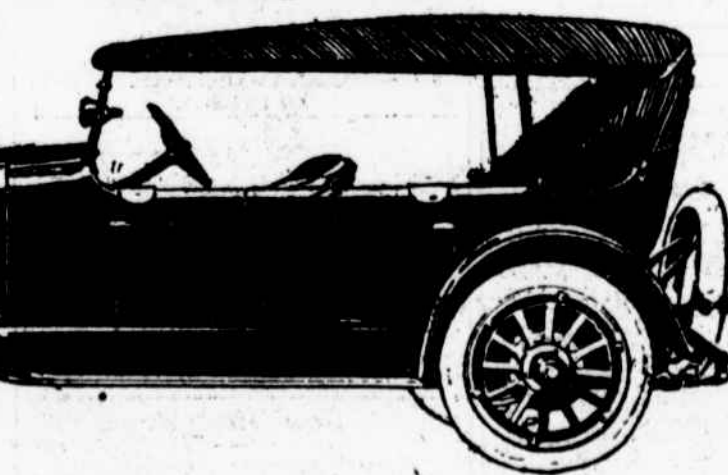
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